

BookletChart™

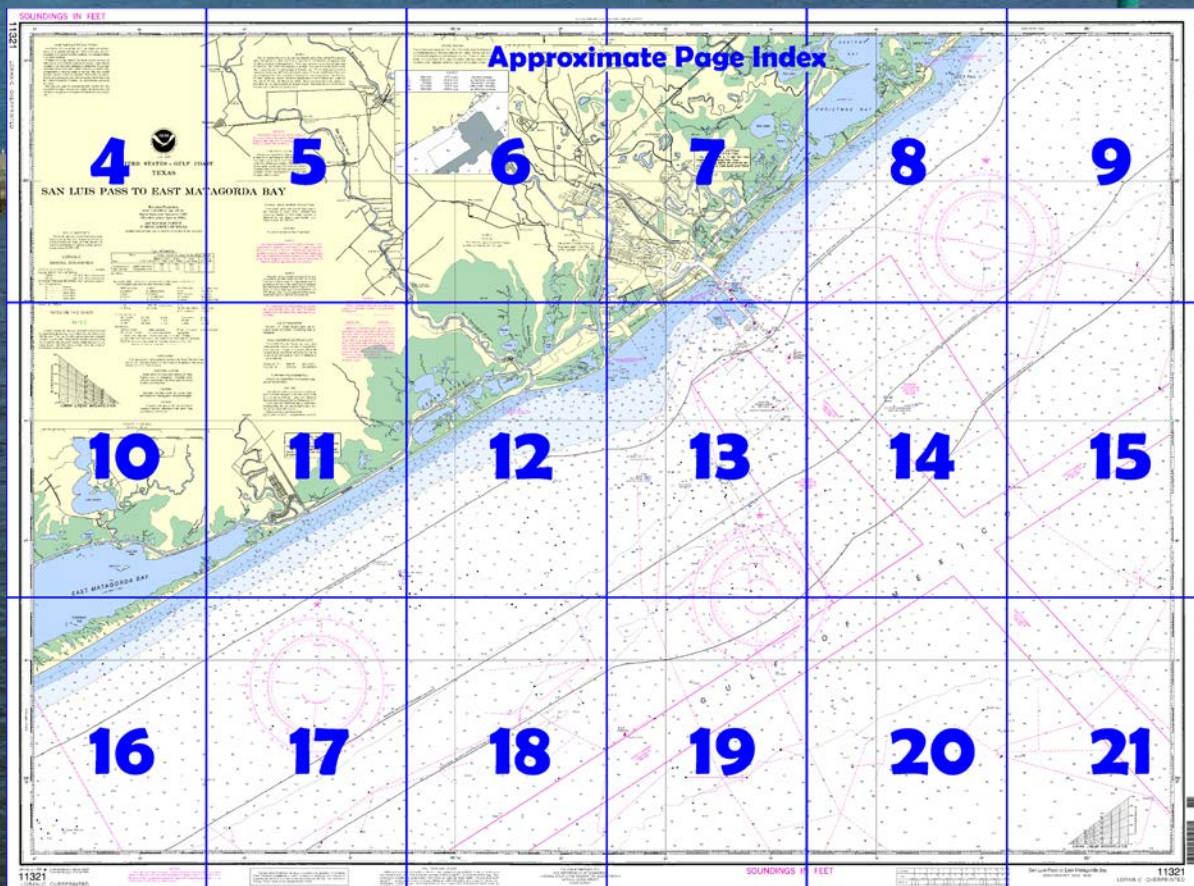
San Luis Pass to East Matagorda Bay NOAA Chart 11321



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

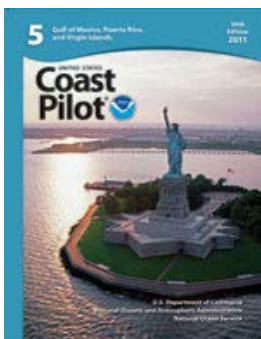
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11321>



[Selected Excerpts from Coast Pilot]
Freeport Harbor, lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport**. The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants. Other industries are oil, sulfur, and shrimp. Oil and chemical products are the principal exports. The Intracoastal Waterway crosses Old Brazos River about 1 mile above the jettied entrance. At this point, the Dow Barge Canal leads N and the river channel W. Old Brazos River has been dammed about 6 miles above the jettied entrance. Below the dam, the

old river channel is now a tidal estuary and the harbor is protected against flood conditions in the river.

Vessels should approach Freeport Harbor through the prescribed Safety Fairways. (See 166.100 through 166.200, chapter 2.)

Anchorage.—Vessels should anchor off the entrance to Freeport Harbor in the Freeport Fairway Anchorage. (See 166.100 through 166.200, chapter 2.)

Dangers.—About 6 miles SW of the entrance to Freeport Harbor, Brazos River has generated a shoal extending about 5 miles into the Gulf off the mouth of the river. This area is foul and should be given a wide berth. It is reported that several vessels have stranded in this vicinity and that the depths are considerably less than charted. The bottom is soft mud, indicating that silting from the river has occurred.

Oil drilling structures may be erected in the Gulf near the approach to Freeport Harbor. Mariners should be on the lookout for these structures and give them a wide berth.

Strong cross winds and currents at the jetty entrance make navigation difficult for larger vessels. Difficulty in navigation is experienced with larger vessels at the junction with the Intracoastal Waterway when strong currents are flowing from the canal. Large vessels are difficult to turn in the smaller upper turning basin.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Freeport is a **customs port of entry**.

A **speed limit** of 8 m.p.h. for all vessels proceeding in the channels and 5 m.p.h. while passing the wharf, dock, or moored craft is enforced.

Brazos River enters the Gulf through the diversion channel about 6 miles SW of Freeport Harbor entrance. Because of logs, shoaling, and general foul ground, the mouth of the river is not used as an entrance. The Intracoastal Waterway crosses the river 1.6 miles above the mouth. A depth of 8 feet at ordinary river stage is available to **Bolivar Landing**, 36 miles upriver from the Intracoastal Waterway. Most of the traffic on the river consists of offshore oil supply vessels enroute to or from their base on the E side of the river, about 0.1 mile below the State Route 36 highway bridge, and chemical barges enroute to and from the wharf of a chemical company, about 2.7 miles above this highway bridge. Overhead power cables having a minimum clearance of 42 feet cross Brazos River between the Intracoastal Waterway and Brazoria. State Route 36 fixed highway bridge, 3.1 miles above the waterway, has a clearance of 50 feet. The FM Highway 2004 fixed bridge, 14.7 miles above the waterway, has a clearance of 37 feet. A railroad bridge and a highway bridge at **Brazoria**, and a highway bridge at **East Columbia**, cross the river about 20 miles and 26 miles, respectively, above the waterway; minimum clearance of the fixed channel spans is 33 feet at low-river stages and 5½ at high-river stages. An overhead power cable crosses the river about 0.8 mile above the highway bridge at Brazoria; clearance is not known.

San Bernard River flows into the Gulf 3.5 miles SW from the mouth of Brazos River. San Bernard River is obstructed at the mouth by a shifting sandbar over which the channel depths vary from 3 to 5 feet. From the Intracoastal Waterway, 0.8 mile above the mouth, the channel has been dredged to a point near the West Columbia highway bridge 22 miles above the Intracoastal Waterway.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8 th CG District	(504) 589-6225
	New Orleans, LA	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

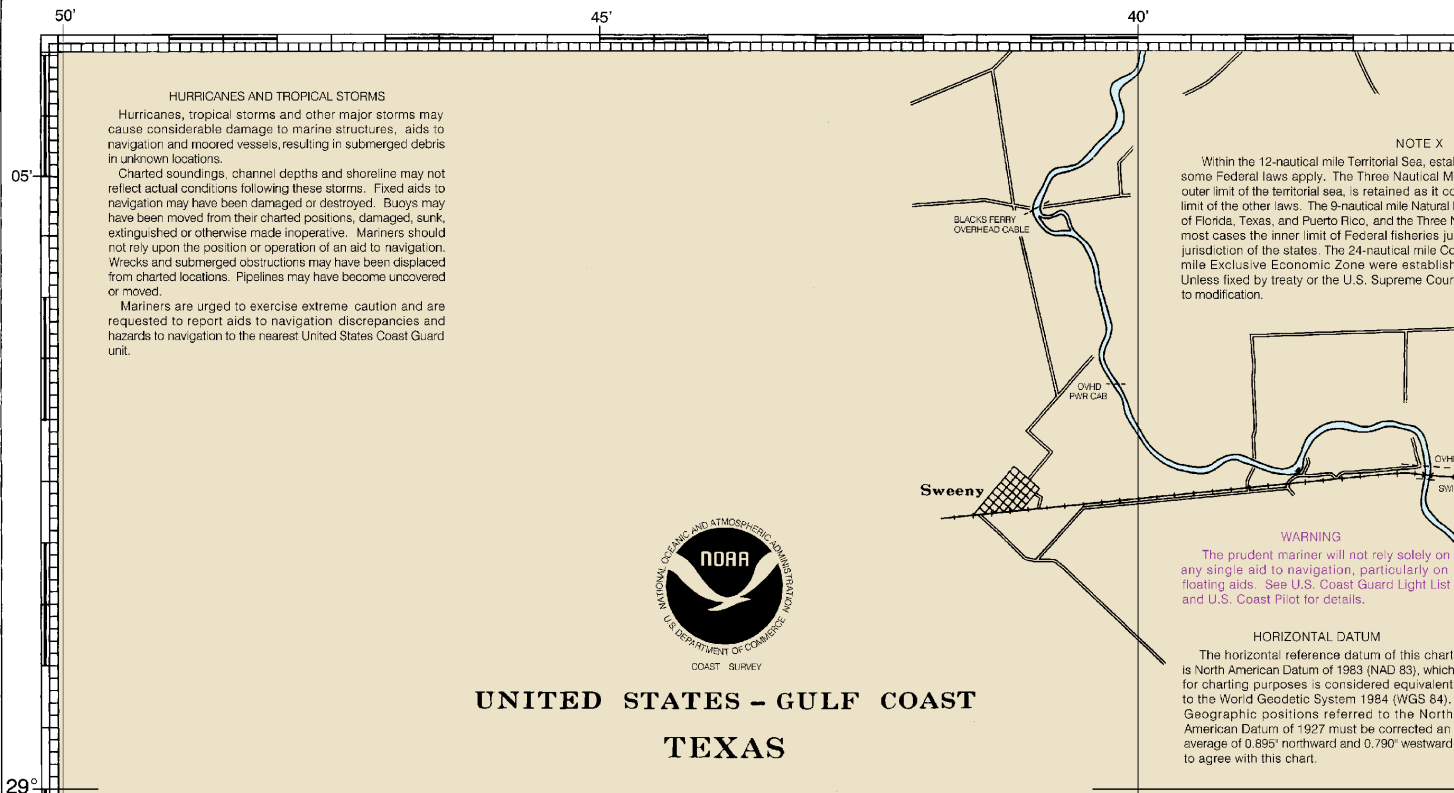


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

11321



UNITED STATES - GULF COAST TEXAS

SAN LUIS PASS TO EAST MATAGORDA BAY

Mercator Projection
Scale 1:80,000 at Lat. 28° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Freeport Harbor (28°57'N/95°19'W)	1.2	1.1	0.2	----
San Luis Pass (29°05'N/95°07'W)	1.8	1.6	0.3	----

(Apr 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Co occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with
Survey, and **Joins page 8** Engineers, Geological

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) are required for fixed mineral development structures shown on this chart, subject to approval by the District Commandant, Coast Guard (33 CFR 67).

HEIGHTS

Heights in feet above Mean High Water

NOTE A

Navigation regulations are published in *Coast Pilot 5*. Additions or revisions to *Chart 1* issued in the *Notice to Mariners*. Information or regulations may be obtained at the Office of the 8th Coast Guard District in New Orleans, LA, or of the District Engineer, Corps of Engineers in New Orleans, LA. Refer to charted regulation section number.

NOTE S

Regulations for Ocean Dumping Sit contained in 40 CFR, Parts 220-229. Additional information concerning the regulations requirements for use of the sites may be obtained from the Environmental Protection Agency. See U.S. Coast Pilots appendix for address EPA offices. Dumping subsequent to the dates may have reduced the depths shown.

CAUTION

Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist the limits of this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning navigation.

NOAA WEATHER RADIO BROADCAST

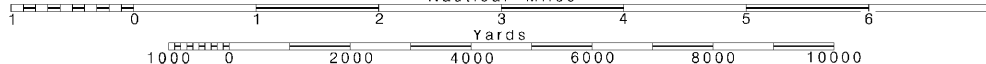
The NOAA Weather Radio stations below provide continuous weather broadcast. The reception range is typically 20 nautical miles from the antenna site, but as much as 100 nautical miles for stations with high elevations.

Galveston, TX	KHB-40	162.5
Bay City, TX	WWG-40	162.4

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

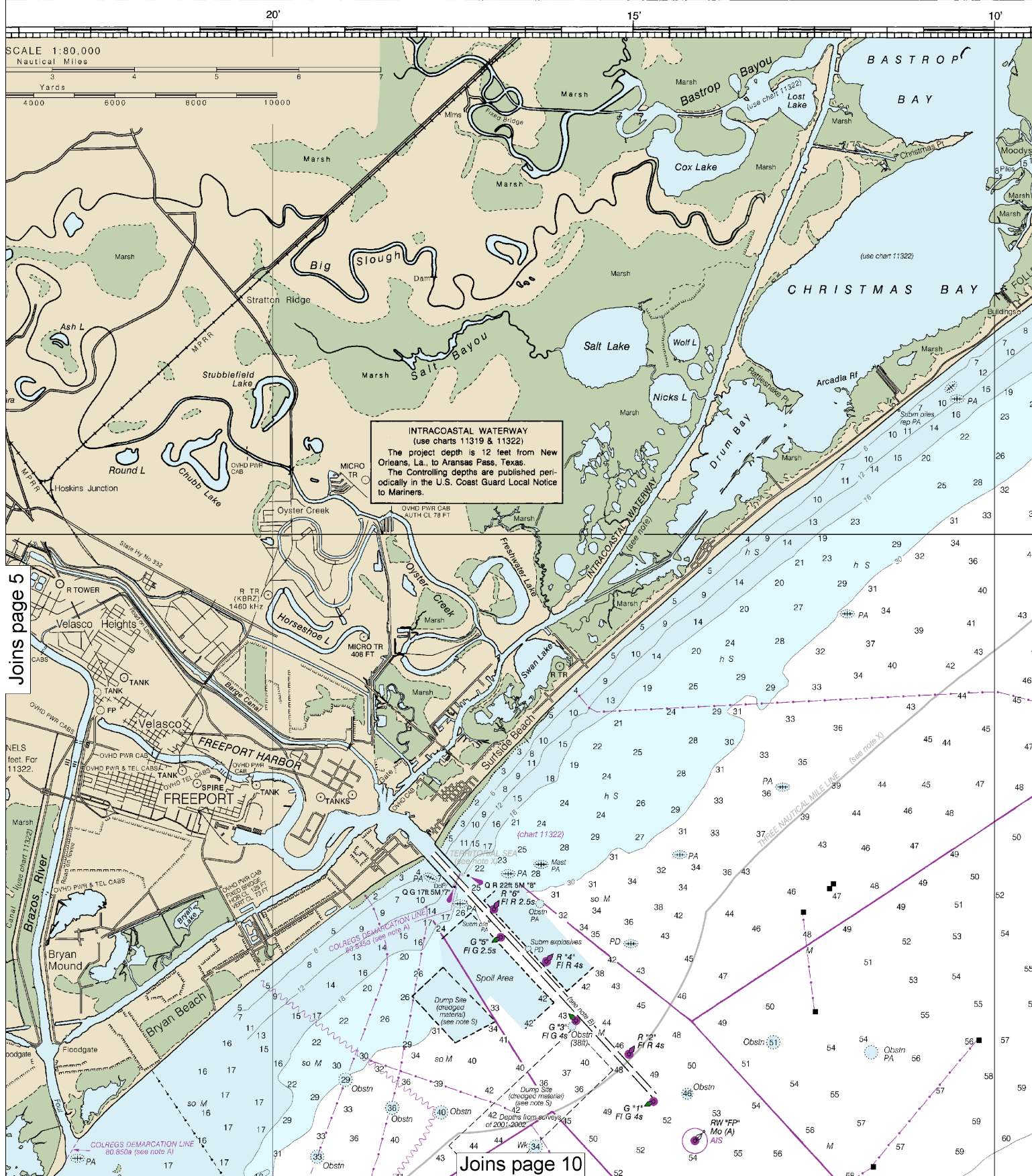
See Note on page 5.

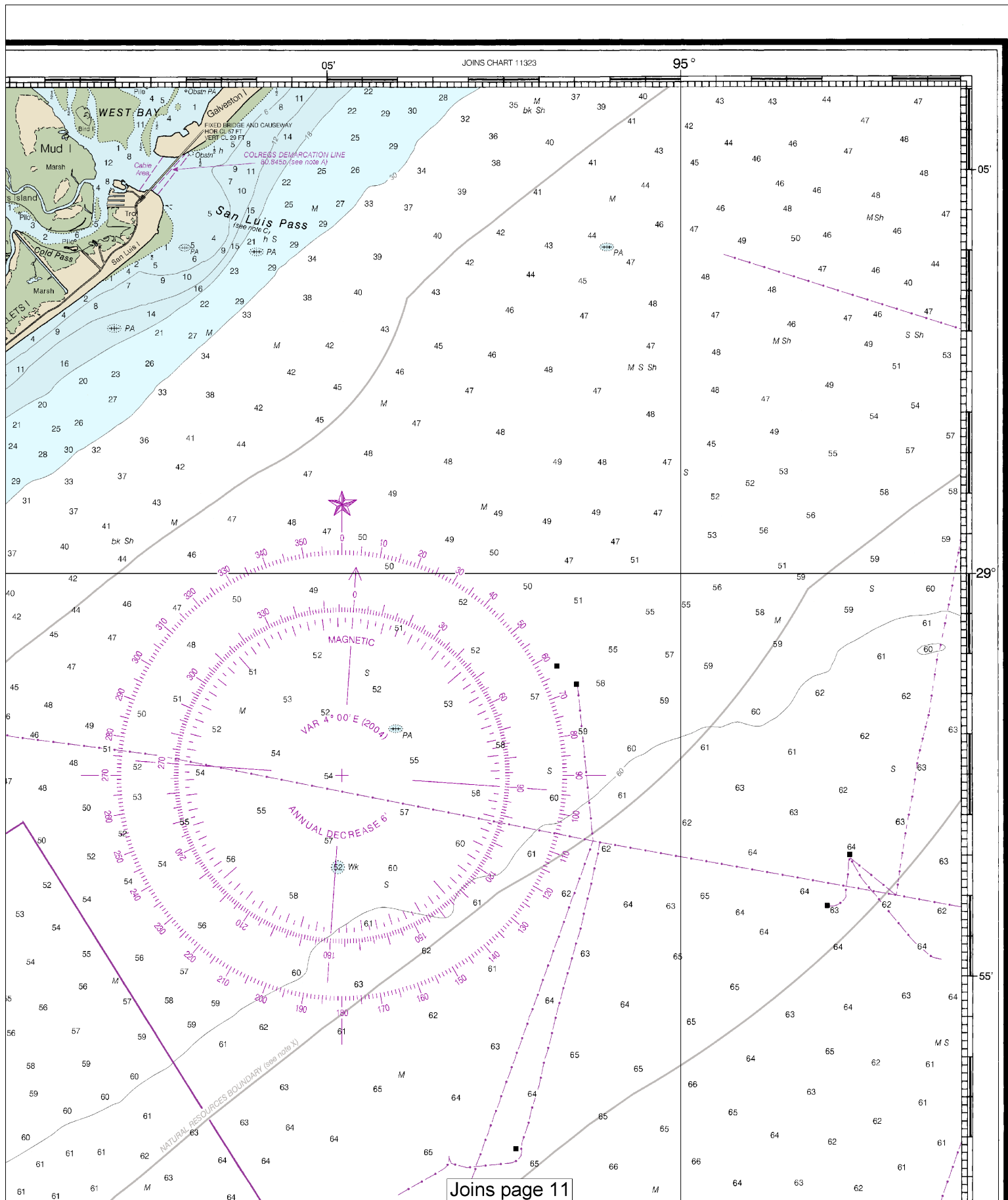


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Note: Chart grid lines are aligned with true north.



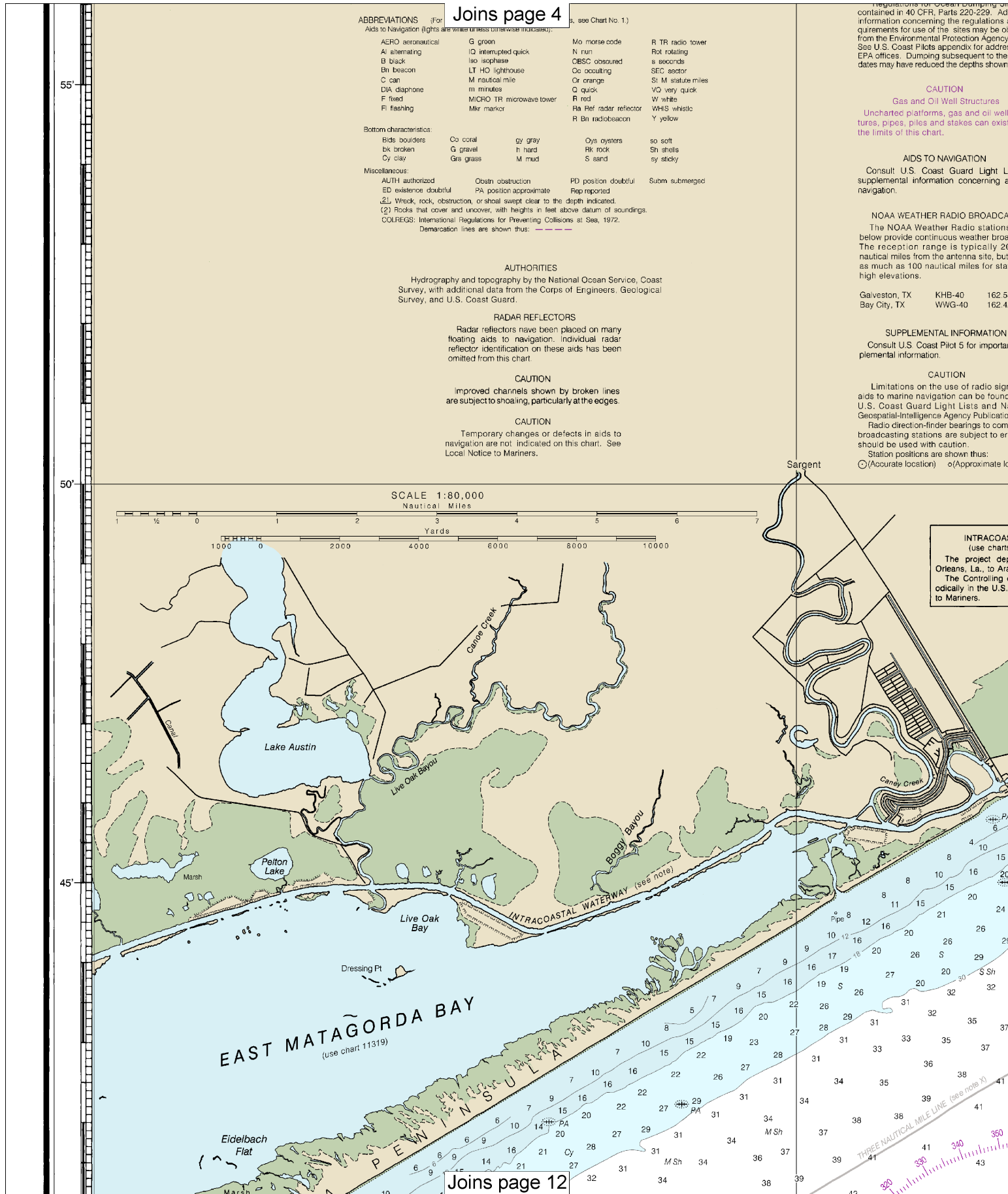


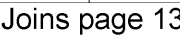


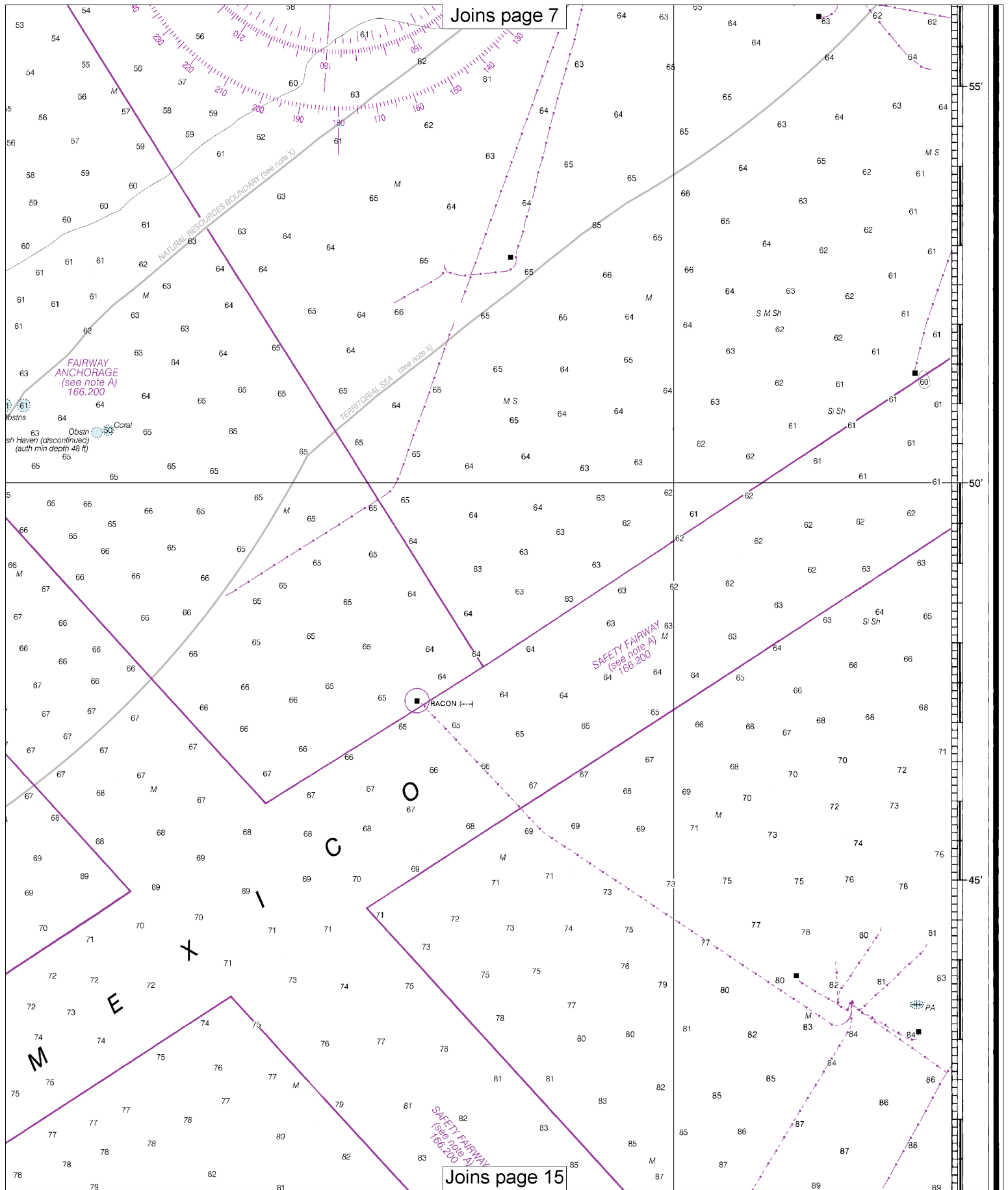
Joins page 11

Last Correction: 4/26/2016. Cleared through:
 LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

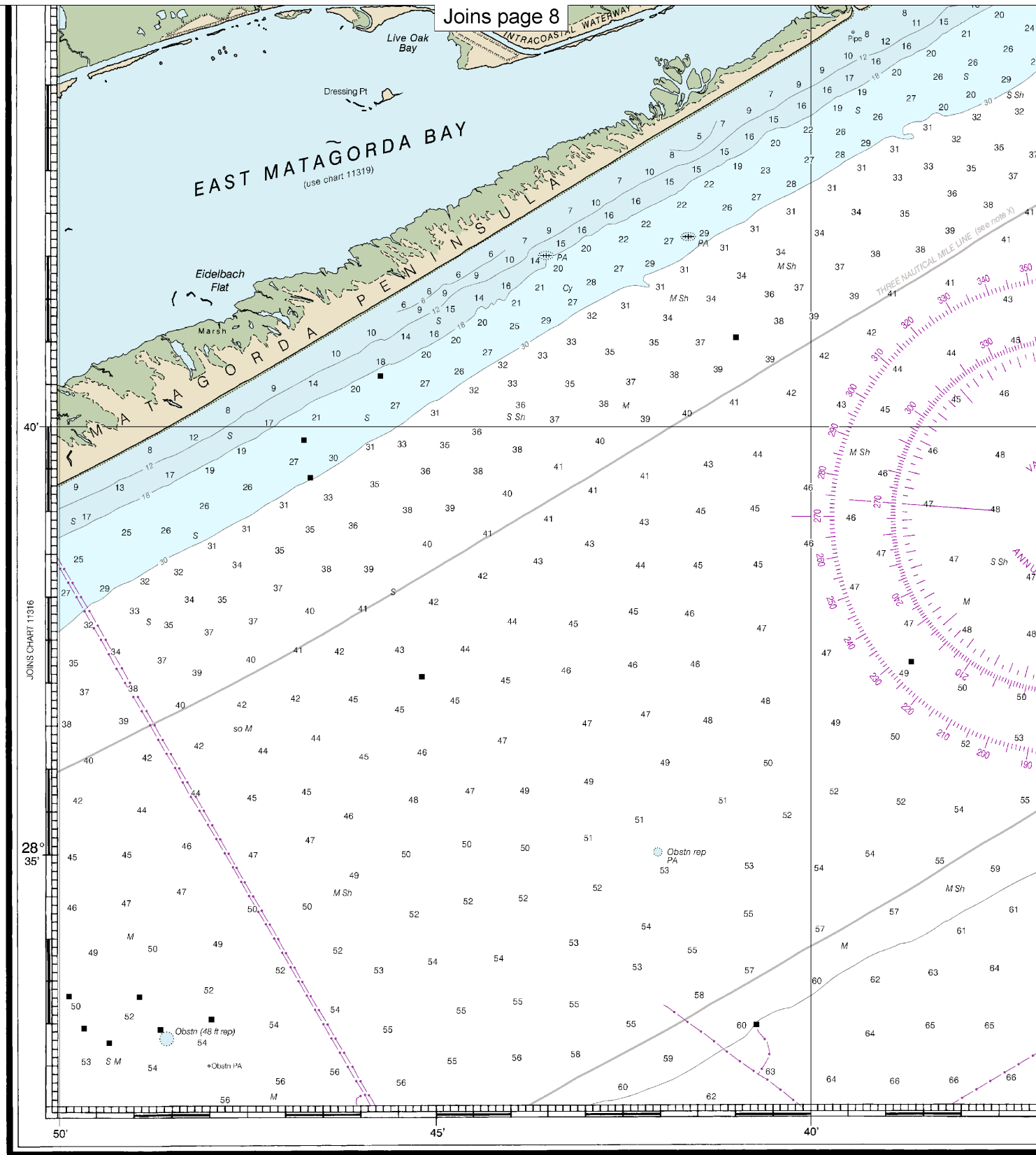
Service







Joins page 8



30th Ed., Jul./ 04
11321

Last Correction: 4/26/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to print Ocean Service encourages users to submit correct improving this chart to the Chief, Marine Chart D Service, NOAA, Silver Spring, Maryland 20910-3

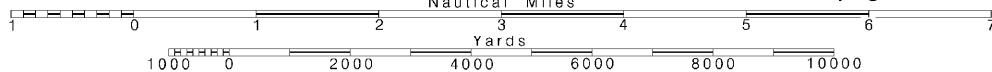
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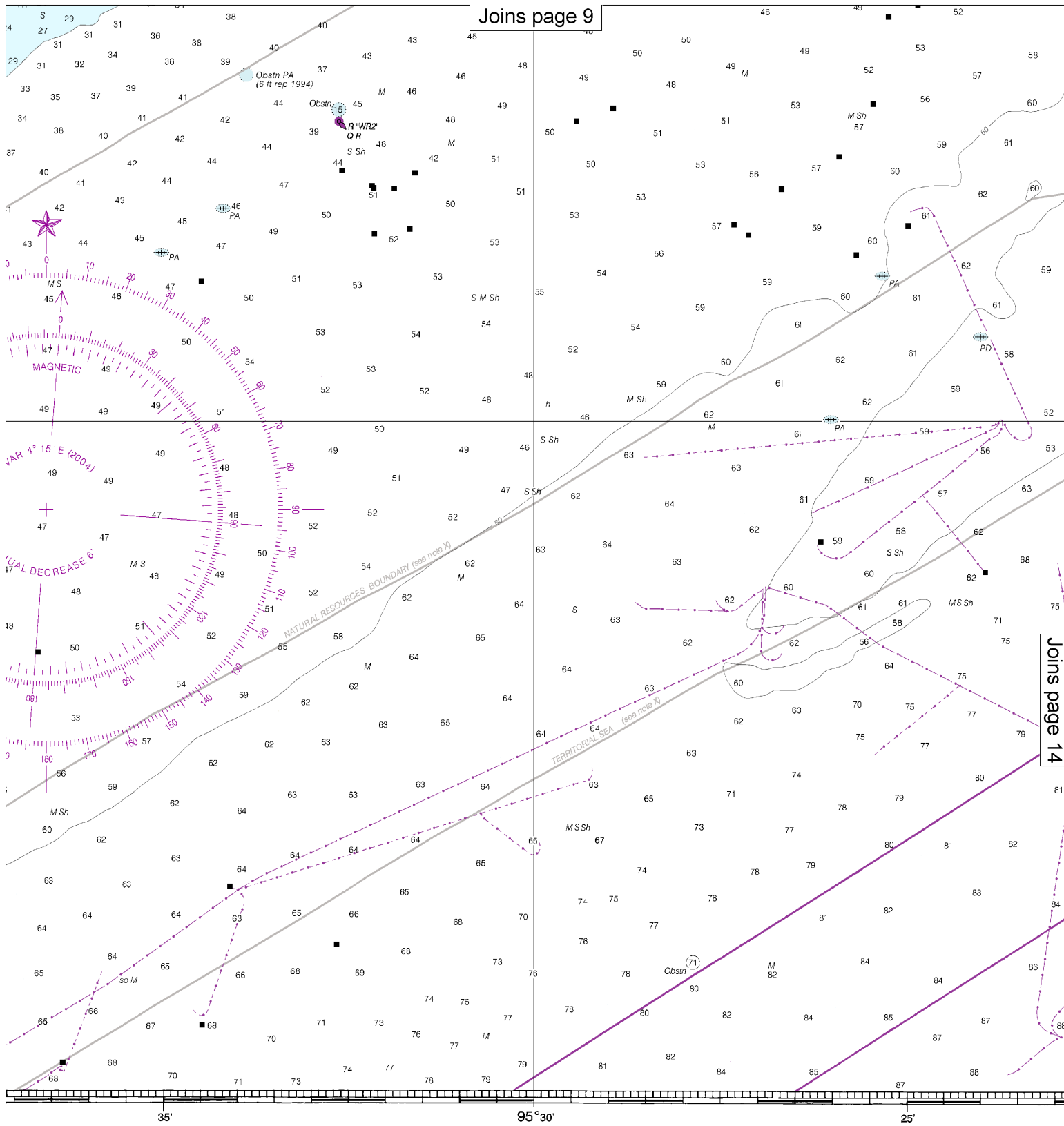
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

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Nautical Miles

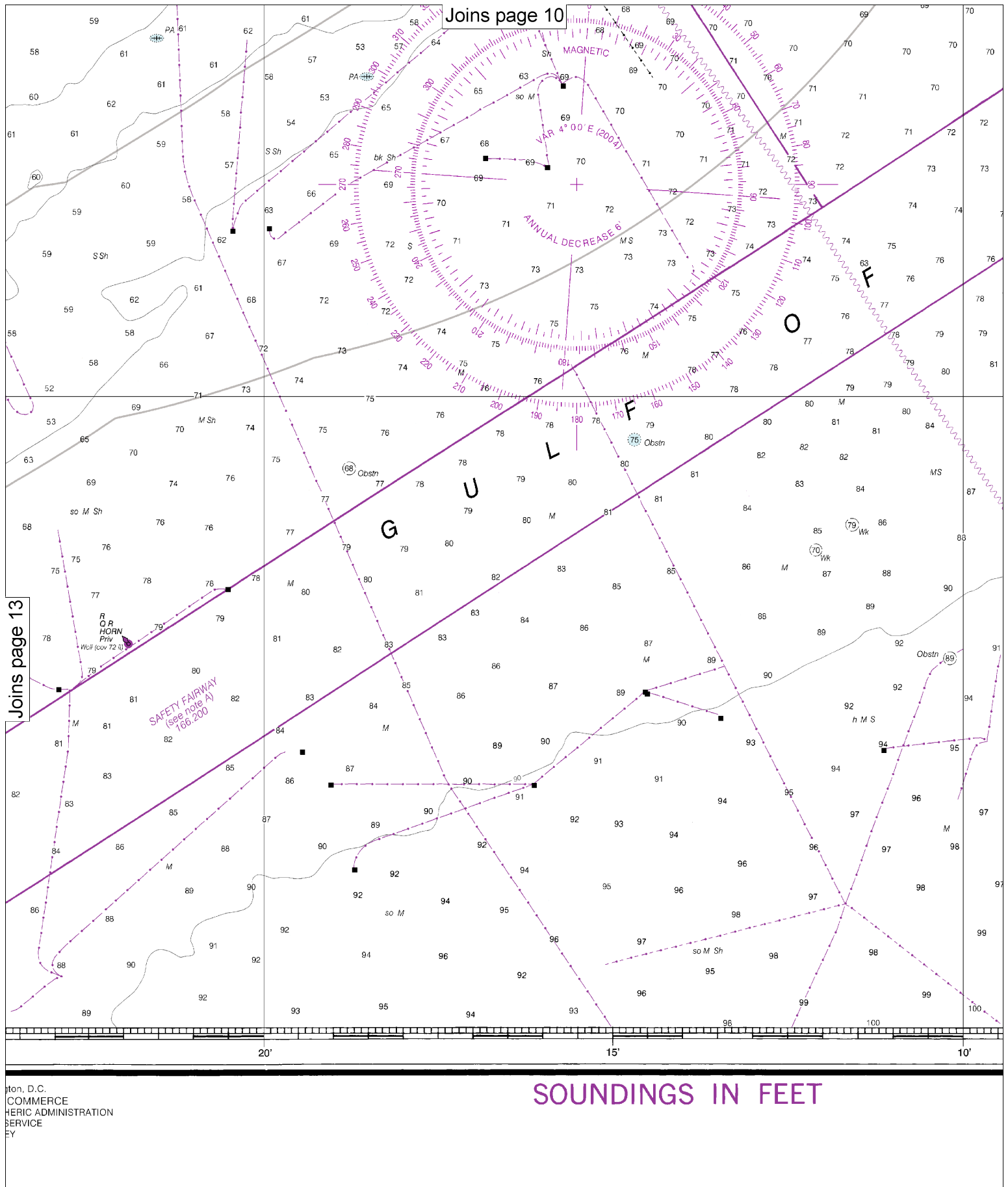
See Note on page 5.





promote safe navigation. The National
actions, additions, or comments for
Division (N/CS2), National Ocean
3282.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMIN
NATIONAL OCEAN SERVICE
COAST SURVEY



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Joins page 10

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COMMERCE
HERIC ADMINISTRATION
SERVICE
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SOUNDINGS IN FEET

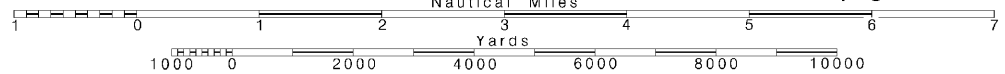
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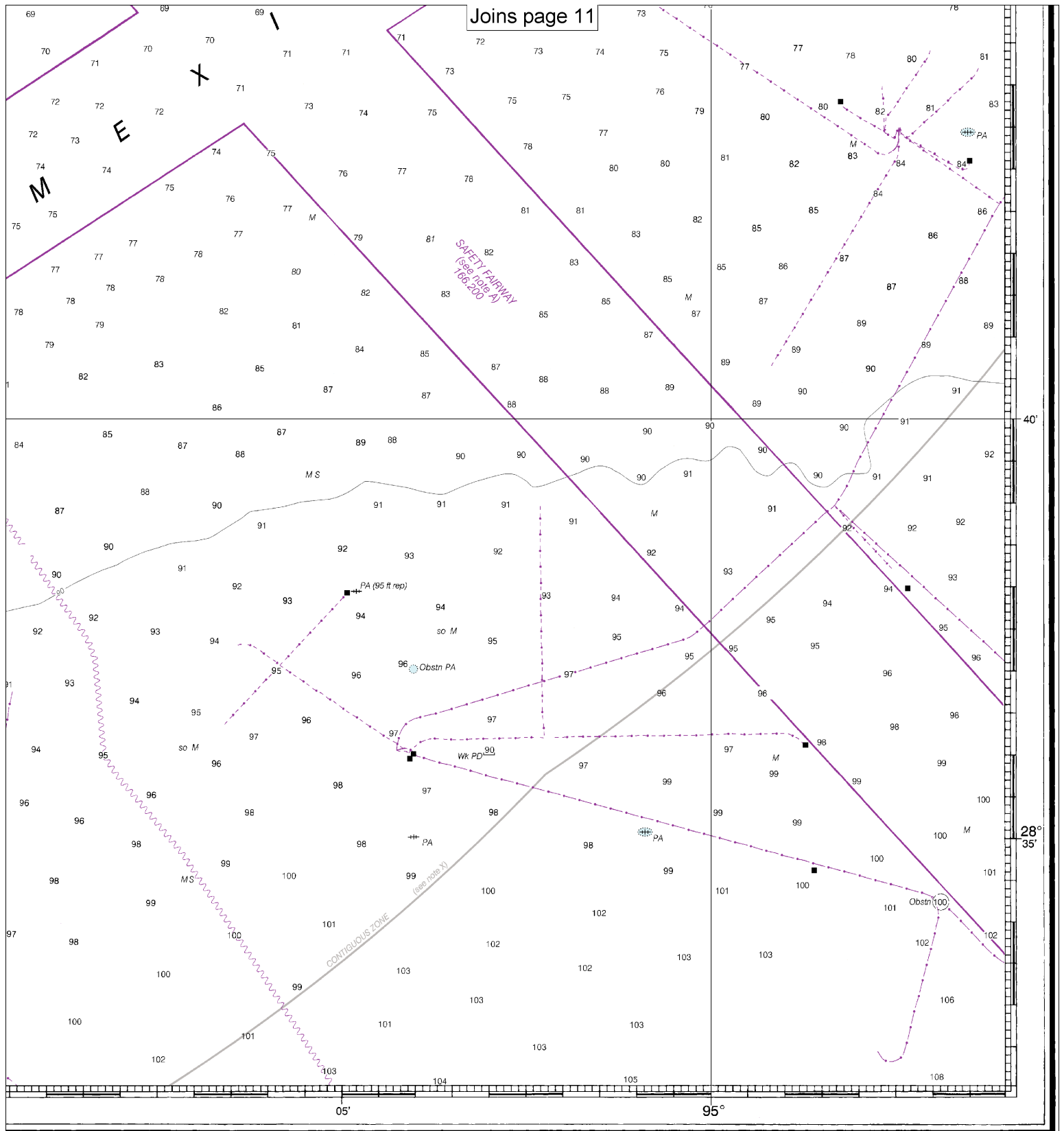
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

San Luis Pass to East Matagorda Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11321



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.